

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) A Safety safety system for a locking device of a motor vehicle with comprising:

[-] a unit control device which has at least one power switch for controlling an electromechanical unit in the a "blocking" (safe) state[,];

[-] a central control device which has signal links to this the unit control device and further unit control devices of the motor vehicle, wherein at least the electromechanical unit can be controlled through the central control device via the signal links, characterised in that; and

an electrical lead connection which is independent of the signal links, wherein the unit control device is connected to the central control device through an the independent electrical lead connection which is independent of the signal links, and wherein a potential of a control connection of this the power switch or a power connection of the control device can be is controllableed by the central control device via this the independent electrical lead connection.

2. (Currently amended) A Safety safety system according to claim 1, characterized in that wherein the central control device has an evaluator device which is designed to control the power connection in dependence on a state or an emergency

operation of the signal links, ~~more particularly of a bus system.~~

3. (Currently amended) A Safety safety system according to claim 1, characterized in that wherein for control, the potential can be switched to ~~this~~ the independent electrical lead connection.

4. (Currently amended) A Safety safety system according to claim 1, characterized in that wherein the central control device has at least one switch for switching or separating at least two different potentials.

5. (Currently amended) A Safety safety system according to claim 1, characterized in that wherein for controlling the ~~state~~ "blocking" (safe) state, the control of the potential through the central control device and a control through a logic (μ C) of the control device are ~~logically AND linked~~ linked by a logical AND-link.

6. (Currently amended) A Safety safety system according to claim 5, characterised in that wherein for the logic AND-link, the switch of the central control device and a switch of the logic of the control device form a series connection.

7. (Currently amended) A Safety safety system according to claim 1, characterised in that wherein the potential for controlling the power switch can be switched between the earth potential and a control potential which is smaller than or equal to ~~the a~~ battery potential, ~~more particularly~~ in order to separate the independent electrical lead connection from the

[[a]] battery voltage potential and to switch it to the earth potential.

8. (Currently amended) A safety safety system according to claim 1, characterised in that wherein the signal connections are a constituent part of a BUS-system, more particularly a CAN bus.

9. (Currently amended) A safety safety system according to claim 1, characterised in that wherein the control device has a micro controller which ~~for controlling the power switch~~ is connected to it's the control connection for controlling the power switch.

10. (Currently amended) A safety safety system according to claim 9, characterised in that wherein the micro controller of the control device is in active connection with the independent electrical lead connection for evaluation of the actual potential.

11. (Currently amended) A safety safety system according to claim 10, characterised in that wherein the micro controller of the control device is designed for transferring a status of the potential of the control connection, power switch or state of the electromechanical unit to the central control device through one of the signal links.

12. (Currently amended) A safety safety system according to claim 1, characterised in that wherein the control device is mounted in a vehicle door and the central control device is

mounted outside of the vehicle door, but inside the motor vehicle.

13. (Currently amended) A Safety safety system according to claim 1, ~~characterised in that~~ wherein ~~as~~ ~~power switch~~ a relay in the form of a power switch can be controlled and the independent electrical lead connection is connected to a connection of ~~the~~ a relay coil.

14. (Currently amended) A Method method for safeguarding an adjusting device of a motor vehicle wherein ~~for~~ controlling a lock of the motor vehicle in the blocking ~~(safe)~~ state comprises:

- [[[-]]] evaluating the functional reliability of a central control device and its signal links ~~is evaluated~~;
- [[[-]]] evaluating characteristic values characterising characterizing the operating state of the motor vehicle ~~are~~ evaluated;
- [[[-]]] switching a potential for controlling the lock ~~is switched~~ to an electrical lead connection independent of the signal links[[,]];
- [[[-]]] transferring a control command ~~is transferred~~ through one of the signal links of the central control device to a control device, ~~more particularly a door control device~~;
- [[[-]]] energizing an electromechanical unit of the lock through a power switch of the control device by means of the potential ~~an electromechanical unit of the lock is energised~~ when a fault-free functioning method of the devices and signal connection is detected through evaluation.

15. (Currently Amended) A Method for safeguarding a locking device of a motor vehicle by preventing wherein an unintended control of a lock of the motor vehicle ~~is prevented~~ into the blocking (safe) state ~~in that~~ in the event of a failure, breakdown or started emergency operation of a bus system of the motor vehicle; comprising the steps:

[[[-]]] detecting the failure or breakdown ~~is detected~~ through a central control device of the motor vehicle and starting ~~more particularly~~ an emergency operation ~~is started~~, or

[[[-]]] transferring information on a started emergency operation from a control device ~~information on a started emergency operation is transferred~~ through the bus system to the central control device,

[[[-]]] switching the central control device ~~switches~~ a control potential to a lead connection which is connected to the control device and is independent of the connections of the bus system, wherein the switching step is performed by the central control device, and wherein in dependence on this control potential a control of the locking device into the "blocking" (safe) state is prevented.

16. (New) A safety system according to claim 1 wherein the central control device has an evaluator device which is designed to control the power connection in dependence on a state or an emergency operation of a bus system of the signal links.

17. (New) A safety system according to claim 1 wherein signal connections are a constituent part of a CAN-bus.

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18. (New) A method according to claim 14 wherein the control device is a door control device.